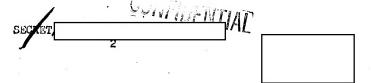
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- The radio installation conisted of a wooden hut about 2.5 meters square and four masts. An antenna lead from each masthead to the wooden hut. (5) Twenty meters northwest of this hut was another wooden hut of the same size. This hut had a four-circuit overhead line which came from the officers' mess and extended along the Klappgrabon. A third wooden hut, 10 meters long and 3 meters wide, was located 20 meters northwest of the second hut. There was a generator in this hut and a gasoline engine which was heard running.
- 5. The fuel dump next to the officers' mess had a total capacity of about 400,000 kg. It consisted of three semi-underground containers, which came from former German air force installations, each container having a capacity of 50,000 kg; eight semi-underground containers each with a capacity of 15,000 kg; and 18 to 20 underground containers, dug-in in groups of three. The fuel dump was filled to about two thirds of its capacity. Fuel arrived in railroad tank cars. Dogs, chained on leashes about 30 to 50 meters long, guarded the fuel dump. Leashes for the watchdogs were also seen fastened between the telephone poles along the Klapp-graben.
- 6. The rotary searchlight was removed from the repair hangar and mounted on a truck. The graves at the cemetery 50 meters from Wittstock Allee were leveled off for the construction of a wooden hut.

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Comments.

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(1) Colonel Vinogradov, (finu), was previously reported from Neuruppin as chief of the airfield construction.

(2) According to previous observations, the nose wheel of the MIG-15 is retracted to the rear. No swept-back wing jet aircraft type is known which retracts its nose wheel forward. The armament reported differs from the MIG-15 type previously known which is equipped with two machine guns and one cannon. Red flags were often reported to be fitted on the nose of aircraft. Their purpose is not known. Since such flags have been observed almost always on aircraft, not covered with tarpaulins, the reason is believed credible.

The aircraft are assigned to a fighter regiment transferred from Oranien-burg to Neuruppin. A total of 18 different aircraft observed at Neuruppin. The large number of PO-2s cannot be explained.

observed at Neuruppin. The large number of PO-2s cannot be explained.

(4) It has not been determined to which fighter regiment

(5) The description indicates that the radio installation is perhaps a transmitting and receiving installation, but not an Adcock DF.

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